

## Mails.

CANADIAN PACIFIC STEAMSHIP  
COMPANY.

**TAKING CARGO AND PASSENGERS TO  
JAPAN, CANADA, THE UNITED  
STATES AND EUROPE,  
VIA  
THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.**

**THE** British Steamship  
"PARTHIA,"  
3,167 Tons Register, Wallace, Commander,  
will be despatched for VANCOUVER, B.C.  
and SAN FRANCISCO, via KOBE and

YOKOHAMA, on SATURDAY, the 8th  
September, at THREE P.M.  
'To be followed by the S.S. 'ABERDEEN'  
on the 27th September, and S.S. 'ABYSSINIA'  
on the 6th October.  
Connection will be made at Yokohama with  
Steamers from Shanghai and Japan Ports, and

at Vancouver with Pacific Coast Points 'by the' regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria... (Mex.)	\$160.00
To San Francisco.....	175.00
To all Common Ports in Canada and the United States.....	230.00
To Liverpool.....	300.00
To London.....	305.00
To other European Ports at proportionate	

rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to

Mr. D. E. BROWN, District Freight Agent,  
Vancouver, B.C.  
Freight will be received on board until 4 P.M.  
on the 7th September.  
All Parcels must be sent to our Office and  
should be marked to address in full; and the  
same will be received by us until 5 P.M. the

day previous to sailing.  
For information as to Passage or Freight,  
apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, 3rd September, 1888. [36

PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA OVER-  
LAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN  
FRANCISCO.

THE U. S. Mail Steamship  
"CITY OF PEKING"  
will be despatched for San Francisco, *via* Yokohama, on TUESDAY, the 18th September, at THREE P.M., taking Passengers and Freight

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America,

by the Company's and connecting Steamers.  
Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers.  
First-class Fares granted as follows:—  
To San Francisco.....\$200.00  
To San Francisco and return, } 350.00

available for 6 months.....) 35.00  
To Liverpool..... 325.00  
To London..... 330.00  
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

Hongkong 19th August, 1888 [1]

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**NORDDEUTSCHER LLOYD.**

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**NOTICE.**

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**STEAM FOR**

SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA AND BALTIC PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,

**BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH  
AMERICAN PORTS.**

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**THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.**

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**N.B.**—Cargo can be taken on, through Bills of Lading for the principal places in RUSSIA.

**ON THURSDAY**, the 27th day of September, 1888, at 10 A.M., the Company's Steamship "BRAUNSCHWEIG," Captain H. Budeker, will leave New York for the principal ports of the Baltic and North Seas.

Shipping Orders will be granted till Noon, Cargo and Specie will be received on board until 1 p.m., and Parcels until 3 p.m.; on the 26th September, 1888. (Parcels are not to be sent on board; they must be left at the Customs Office.)

Contents and Value of Packages are required.  
The Steamer has splendid accommodation and  
carries a Doctor and Stewardess.  
For further Particulars, apply to  
**MELCHERS & Co.,**  
Agents.  
New York, 1st September 1888.

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put of her rice cargo from Shanghai. To-morrow, probably, she will leave with "braves"; there is some fuss somewhere, with the aborigines. Pi Lam, I believe, is the name of the place. If our veterans of "the French war" get hold of the revolters, the latter will find occasion to be sorry for it and "die the day." The weather is variable, but quite agreeable, and fairly healthy; fever has taken off a considerable number of people. Up river is everything O.K., as far as our knowledge goes, and nothing stirring or startling to report. I'll try and see what I can do in my next epistle for your readers.

Kelung, 27th August, 1888.

The Chinese corvette *Chih-yuen* and *Ching-yuen*, the former vessel flying the flag of Admiral Ting, arrived at Kelung from Wei-hai-wei on the 26th instant. The probable destination of these vessels is Pi Lam, on the South-east coast of Formosa, where hostilities have recently taken place between the troops and aborigines. The Chinese transport *Fu-ho* and Governor Liu Ling-chuen's newly acquired steamer *Cata* have already landed troops at the disturbed locality. The arrival of this powerful fleet, the *Ching-yuen* Squadron, augurs well for Formosa. It appears to indicate a reconciliation between the powerful Northern Viceroy (Li Hung-chang), and the intelligent, energetic and progressive Southern Governor. The men of the Peiyang Squadron are well drilled, well disciplined, and well armed. If they are sent to suppress a revolt, the chances are that in that particular part of the island where they are called upon to suppress it, a second revolt will never occur. This is a different state of affairs compared with a number of years ago, when the "Ling" locality had to send a fleet and army against the South Formosa savages to punish them for some misdeeds committed against the Japanese nationality.—*Shanghai Mercury*.

## HONAN.

Mr. J. J. Conlhard writes from Chou-kiak-ko, Honan, on August 9th as follows:

If the inhabitants of this district have never had occasion before to praise God from whom all blessings flow, they most certainly have now. We have been saved most opportunely from what was threatening to prove a calamity—the want of good water.

This summer has been exceptionally hot for Honan: the torrid days have been succeeded by almost equally sultry nights for a considerable time and there seemed to be no relief from the oppressive atmosphere. Night after night we retired to bed with the thermometer indicating a heat of 95 deg. and rose in the morning anything but refreshed to find that the mercury had only fallen 2 or at the most 3 degrees. Upon one occasion after an intensely hot day the thermometer indicated a heat of 95 deg. at the coolest part of the night or rather morning, when sleep becomes possible.

It has occurred to me that this continuous and excessive heat is caused by the present state of the surrounding country E. and N.E., which is one vast expanse of water: this water is heated by the scorching rays of the sun by day and gives off the heat by night. In former years the heat seldom if ever exceeded 88 deg. by day, while the nights were comparatively cool.

And yet this incessant heat so trying to the human frame—is nothing to be compared with the other great danger which threatened to deny us one of the essentials to existence—water.

Here as elsewhere in China the public obtain their drinking water from the river since the wells are more or less contaminated with sewage and unfit for drinking. One day last week the tea tasted very queer as if mouldy; I thought it must be the fault of the teapot which was immediately changed, but with no difference in the mildew flavour. Supposing the kettle must be the cause they were carefully scoured under foreign superintendence; still the flavour remained. Then the water kangs were examined, and the water. The water-carrier was ordered to bring the water from different parts of the river, still there was no change for the better. We could do no more to find out the cause of the unpleasantness. Yesterday, however, we heard that a proclamation had been issued by the Mandarin condemning the river water and advising the people to use well water. This official mandate greatly relieved our minds for though it did not profess to make bad water good, it assured us that the water was really bad and the flavour not imaginary. The river water at once became the principal topic of conversation, and many are the conjectures as to the cause of the unpalatableness. Some say that the dead bodies of those recently drowned at the breach have impregnated the water. [You will have heard long since that the sudden rise of the water of the Yellow River carried away a large portion (some say a number of workmen were drowned). Some attribute the cause to the arrival of a large number of Government rice boats which have on board immense cargoes of starchy rice. In addition to this, the river since the rise has scarcely any flow, especially at the confluence of the Ing and Sha rivers where the water eddies round and round without any perceptible current downstream. As the river receives all the drainage and garbage of the city the water partakes of the nature more of a ditch than of a flowing river. Thirty ft. below the current is very swift, there the water of the Yellow River reflows this (Ing) river after taking a short cut across the land from the point north of this, where they parted company. The river water having been condemned by the authorities, we resorted to well water. Alas! we jumped out of the frying pan into the fire. The well-water though it smacked not of mildew was very unpalatable. Moreover one's mind was prejudiced against it and became haunted with medical reports of bad well-water. An experiment with Condyl's fluid did not remove these fears but only strengthened us in the belief that the water was unfit for drinking purposes. Moreover, milk (condensed) bottled with well water curdled as if mixed with rancid. We were at our wits' ends. Water cooked in any form was most unpleasant and how to relieve our thirst became a difficult if not an insoluble problem. Thanks be to God, timely deliverance has come. The sky which has withheld rain for so long until the ground is so parched that scarcity of food was almost anticipated is now sending down copious showers of rain. I cannot express to you our feelings of gratitude for such a mercy, and now we are enjoying an abundant supply of fresh and good water. How enjoyable a cup of tea is none but those who have passed through a similar experience to ourselves can fully realise. To be able to drink without fear and without a nauseous or unwholesome flavour is most delightful. None can fully tell what a blessing such a downfall of rain means to us; not only to the scorched land but to the 150,000 or 200,000 souls who cannot dispense with such an essential to existence as water. From how much sickness and mortality we have been saved but few have any conception of the disaster that would exist throughout central China should the Yangtze be affected in the same way as this river. Can we be too grateful for good water? One looks forward to the day when we may have the same privilege as you have in Shanghai, and possess good waterworks.

In addition to the rice recently to hand, more government silver has arrived, so our exchange is affected once again for the worse, the rate realising more than 100 cash less than it did a short time since.

## THE RIOT AT WUHU.

The correspondent of our Shanghai morning contemporary, writing on the 23rd ulto, gives the following account of the attack made on the officers of the steamship *Pekin* by Chinese robbers at that port, some particulars of which have already appeared in our columns:

A thief was caught on the steamship *Pekin* yesterday morning, and as this was only one of many cases of a similar nature, the Captain of the steamer decided to take the 11th of Shanghai, and have him tried at the Mixed Court. He accordingly locked the man up on board. The confederates of the thief, forming a very powerful body, became so incensed at this, that when the quartermaster of the *Pekin* was sent on shore to clear the vessel, he was attacked by some of the band and had to beat a retreat to his vessel. The second officer was then sent in a ship's boat to avoid the strong current he hugged the shore, when the gig was suddenly drawn in by long boat-hooks and the officer attacked with swords and daggers by a large crowd. This occurred about 8.30 a.m. at a spot just below the new Customs House. The officer fought most pluckily and succeeded in wrenching a cutlass away from one of his opponents and with it keeping the crowd back, but not before he had received two deep cuts across the forehead.

Fortunately the fight was witnessed by Mr. Gregson, from Messrs. Jardine, Matheson & Co.'s hulk, and he and the Customs officer on duty on board the hulk, put off in a sampan to the officer's assistance, and it was, no doubt, greatly owing to their arrival that the crowd gave way. The Consul immediately called upon the Tao-tai to interfere: at about 2 p.m. a detachment of troops proceeded on board the *Pekin* and brought the thief on shore—a prisoner—and it is reported that several arrests have been made of people living near the scene of the attack. A gunboat was at once applied for by the Consul and that official has, in every way done all that could be done and acted in a most energetic manner throughout, and it is to be hoped that this, coupled with the arrival of a gunboat, will have the effect of driving out of this port a band of the most determined robbers, which is a well-organised secret society, feared by officials and people. It seems incredible that a foreigner coming on shore in a steamer's gig should be actually, in broad daylight, dragged to the bank of the river and half murdered. The agents of the different steam-boat companies can be united and determined action greatly assist the Consul in his endeavours to bring all offenders before the proper authorities for punishment, and if success attends their efforts they will have gained the gratitude of not only foreign residents but, to a far greater extent, of the enormous number of peaceful citizens of this empire travelling to and fro daily.

## CHUNGKING.

(FROM OUR OWN CORRESPONDENT.)

14th August, 1888.

Time was when Szechuen had a reputation for quiet and peaceable people well-governed by able and energetic officials. The riots of two years ago seemed to disprove this, and I am sorry to be called on to relate more in the same line. A short time ago word came down from Ta-tsu Hsien, about 100 miles north-west of here, that a Catholic place of worship had been destroyed. What seem to be reliable accounts of the affair have just come to hand, and I hasten to lay them before your readers.

Within the borders of the district of Ta-tsu is the large village of Sung Shui Chen. During the riot two years ago the Catholic buildings were destroyed. This year their place of worship was being rebuilt and was almost under cover when an unfortunate accident occurred. A workman either fell from the building, or was injured by something falling on him. The accounts do not agree. He was kept on the place and given medical attendance, but in spite of all that could be done, died after a few days. 20,000 cash were given his family to pay the expense of the funeral, but a younger brother spent the money and bought no coffin. It happened about that time that two guilds held their meetings there on the same day, and this young brother circulated rumours among the crowd to the effect that the dead man had been killed and his eyes taken out. Thereupon the crowd burst into the place, and there lay the corpse as evidence of the truth of the story.

The building in process of erection, and over twenty others belonging to private Catholics were destroyed—some say burned. The above is the story which comes through the Catholics here. The affair occurred on July 27th. No foreigners lived there, it is said. As soon as the news came a Wei-yuan was sent to inquire into the matter, and the Chungking Tao-tai is having proclamations printed for wide distribution, calling attention to the privilege to build given the foreigners by treaty, and warning people against the repetition of like attempts. The Tao-tai Magistrate desires that the matter shall not go before the Emperor, and promises compensation for losses. As the riot occurred in the country it is not likely he could have prevented.

A missionary of the China Inland Mission has recently been the victim of a novel persecution at Wan-hsien, a city on the Yangtze about midway between Ichang and Chungking. The Inland Mission attempted to open the place as a station nearly three years ago, but owing to threats against their landlord, it was temporarily abandoned. Recently a missionary of the Church of England branch of their mission in this province succeeded in renting a dwelling, and, soon after, a preaching "shop." For a fortnight all was quiet, when suddenly nearly a score of beggars came in a body and took up their quarters in the "shop." The next day as many more came. An appeal was made to the magistrate who sent runners to clear the place, but no sooner were the runners gone than the beggars returned to their former quarters. Evidently the "beggars" had come to town, and some to stay. It seems the literati had hired them at 30 cash each per day. They said, "You have come here to do good deeds, now here is your opportunity." The afflicted missionary was having a very striking illustration of the text, "The poor have always with you." He has recently come up to Chungking and reported the matter to the Consular Resident, who laid it before the Tao-tai, who promises that the matter shall be attended to. The newly appointed Magistrate for Wan-hsien happens to be stopping here on his way down from Chentu, and will doubtless leave with due instructions.

Proclamations from higher and lower officials have been frequent here during the last fortnight, threatening dire vengeance on the anonymous posters of placards. A reward of twenty taels has been offered for the detection of an offender, but none has yet been arrested. The conduct of the officials is in marked contrast to that of two years ago, when the most incendiary placards received little or no attention.

The Yangtze was said to be higher about the close of July than it has been before for 18 years. Considerable property was destroyed here and at points up the river, and some lives lost. We are now in the midst of the rice harvest, which is considered an exceptionally good one. This makes three good seasons in succession and the people are preparing for the thanksgiving offering to the "Heavenly Emperor" for his favours.—*N. C. Daily News*.

## Today's Advertisements.

FOR SHANGHAI.  
THE Steamship  
"PEKING."  
Captain G. Heuermann, will be despatched for the above Port, on SATURDAY, the 8th inst., at 4 P.M.  
For Freight or Passage, apply to  
SIEMSEN & Co.  
Hongkong, 6th September, 1888. [879]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.  
(PASSING THROUGH THE INLAND-SEA.)  
THE P. & O. S. N. Co.'s Steamship  
"MALWA"  
will leave for the above places on or about the 26th September.  
E. L. WOODIN,  
Superintendent.  
Hongkong, 6th September, 1888. [13]

STEAM TO SHANGHAI.  
THE P. & O. S. N. Co.'s Steamship  
"VERONA"  
will leave for the above place about 24 hours after her arrival with the outward English Mail.  
E. L. WOODIN,  
Superintendent.  
Hongkong, 6th September, 1888. [13]

AN "ALL ROUND" American Journalist  
wants permanent engagement. Has had Two Years' experience in the East as Reporter, Contributor, Letter-writer and sub-Editor. Best of Testimonials.  
UNIQUE,  
c/o Hongkong Telegraph Office.  
Hongkong, 6th September, 1888. [380]

POLO! POLO!  
SEVERAL GENTLEMEN having expressed a desire to revive this noble game, a MEETING will be held at the HONGKONG CLUB, at 4 P.M., SATURDAY, the 8th inst., to consider the subject.  
The attendance of all interested in the above game is earnestly requested.  
Polo Sticks and Balls will be on the Ground at Causeway Bay at 5 P.M., the 8th inst., for those who wish to give practical proof of their interest in the game.  
Hongkong, 6th September, 1888. [881]

THE "PUNJIM AND SUNGHEI DUA SAMANTAN MINING COMPANY, (LIMITED).  
NOTICE TO SHAREHOLDERS.  
THE THIRD ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 9 Queen's Road Central, on FRIDAY, the 21st September, 1888, at 4 P.M., for the purpose of receiving the report of the Directors, together with a Statement of Account and for the Election of Directors and Auditors.  
A. O'D. GOURDIN,  
Secretary.  
Hongkong, 6th September, 1888. [882]

FOR SALE, CHEAP.  
SEVERAL RELIABLE HACKS  
AND  
CARRIAGE PONIES.  
ALSO,  
A First-class London made DOG-CART  
AND  
THREE BASKET CARRIAGES,  
all in good order.  
For Particulars, Apply to  
No. 6, PEDDER'S HILL.  
Hongkong, 20th May, 1886.

## Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

OLD OR BROKEN NOTES will be EXCHANGED for new ones on application at the Offices of the Corporation.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION:  
T. JACKSON,  
Chief Manager.  
Hongkong, 29th August, 1888. [845]

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN OF 1886.  
4th DRAWING.  
NOTICE is hereby given that in conformity with the Stipulations contained in the BONDS of this LOAN, the following Numbers of Bonds to be paid off at the Offices of the HONGKONG & SHANGHAI BANKING CORPORATION on the 1st September, 1888, when the Interest thereon will cease to be payable, were this day drawn at the Office of the said Corporation in Hongkong, in the presence of WILLIAM HENRY GASKELL, Acting Chief Accountant of the said Corporation.

NUMBERS OF BONDS DRAWN.  
170 BONDS' NOS.  
18 22 37 58 81 96 109  
140 148 169 190 206 234 239  
270 273 296 309 333 359 363  
379 400 424 444 457 471 481  
520 533 554 561 585 610 627  
640 659 676 701 703 733 744  
763 785 791 817 840 863 879  
882 904 920 942 960 975 1007  
1024 1034 1051 1062 1086 1102 1117  
1140 1158 1186 1193 1208 1235 1253  
1262 1282 1311 1315 1343 1359 1383  
1394 1414 1432 1447 1464 1484 1490  
1497 1501 1513 1532 1562 1579 1588  
1607 1611 1620 1644 1666 1690 1706  
1714 1733 1749 1763 1798 1814 1820  
1852 1865 1872 1894 1910 1940 1944  
1970 1995 2013 2025 2051 2069  
2093 2119 2138 2148 2172 2185 2194  
2220 2236 2263 2270 2293 2317 2331  
2339 2360 2390 2400 2427 2437 2447  
2472 2495 2508 2520 2547 2562 2588  
2590 2610 2633 2651 2676 2685 2700  
2720 2741 2767 2785 2798 2805 2826  
2841 2865 2886 2894 2924 2933 2953  
2970 2986

For £100 EACH = £17,000.  
For the HONGKONG & SHANGHAI BANKING CORPORATION,  
W. H. GASKELL,  
Acting Chief Accountant.  
Hongkong, 13th July, 1888. [846]

MISSING.  
FROM PEDDER'S HILL, A COCKATOO.  
THE owner will oblige by returning it to the  
OFFICE OF THIS PAPER.  
Hongkong, 31st August, 1888.

## Intimations.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE.

THE GENERAL DIVIDEND declared for the year ended April 30th last, at the rate of \$5 per Share of \$25, is now payable. Shareholders are requested to apply at the Company's Office for Warrants.

A. S. GARFITT,  
Acting Secretary.  
Hongkong, 3rd September, 1888. [873]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the half-year ended 30th June, 1888, on or before the 30th instant, on which date the Accounts will be CLOSED.  
By Order of the Board of Directors,  
D. GILLIES,  
Secretary.  
Hongkong, 3rd September, 1888. [872]

THE STEAM LAUNCH COMPANY, LIMITED.

LAUNCHES always on hand for—PICNIC, TOWING BATHING, PRIVATE PARTIES, &c., &c.

For Terms, apply to  
Co.'s Office—CORNER OF PEDDER STREET AND PRAYA.  
1888 WINTER TIME TABLE. 1888

THE STEAM LAUNCH COMPANY, LIMITED.

KOWLOON FERRY.

THE COMMODORE STEAM LAUNCH "PIONEER."  
Will, from the 1st September, 1888, run daily as a Ferry Boat between Pedder's Wharf and Kowloon Point at the following hours.

WEEK DAYS.

LEAVES KOWLOON	LEAVES HONGKONG
6.00 A.M.	8.00 A.M.
7.45 "	9.00 "
8.40 "	9.30 "
9.20 "	10.00 "
9.40 "	12.30 P.M.
11.00 "	1.05 "
12.00 "	2.05 "
1.50 P.M.	3.00 "
2.30 "	4.00 "
3.30 "	4.30 "
4.15 "	5.05 "
4.50 "	5.30 "
5.15 "	6.00 "
5.45 "	6.30 "
6.15 "	7.00 "
6.50 "	7.30 "
7.20 "	
NIGHT SERVICE.	NIGHT SERVICE.
8.30 P.M.	9.00 P.M.
10.30 "	11.00 "
11.30 "	12.00 "

SUNDAYS.

LEAVES KOWLOON	LEAVES HONGKONG
6.00 A.M.	6.15 A.M.
6.30 "	7.00 "
7.00 "	8.00 "
10.30 "	10.20 "
1.00 P.M.	1.30 "
2.00 "	2.30 "
3.00 "	3.20 "
3.40 "	4.00 "
4.15 "	4.30 "
4.50 "	5.05 "
5.15 "	5.30 "
5.45 "	6.00 "
6.15 "	6.30 "
6.45 "	6.55 "
7.15 "	7.30 "
NIGHT SERVICE.	NIGHT SERVICE.
9.30 P.M.	10.00 P.M.
10.30 "	11.00 "
11.15 "	11.30 "

The above Time Table will be strictly adhered to.

STEAM LAUNCH "PIONEER."

SCALE OF FARES.  
For each Trip.....to Cents.  
Children under 10 years.....Free.  
Second Class, (Chinese).....2 Cents.  
Sedan Chairs, (Chinese).....to Cents.

FOR KOWLOON RESIDENTS.  
Family Tickets, including Servants, (per month).....\$7.  
Single Tickets for one person only and his Servants, (per month).....\$5.

If more than one person, not forming part of the Family, Fare will be fixed on application to the Secretary.

FOR NON-RESIDENTS.  
Quarterly Tickets,.....\$4.  
Quarterly Tickets, for Servants only, (2 allowed),.....\$2.

For Extra trips to or from Hongkong, between the advertised time, at the rate of \$1 per trip each way.

NIGHT SERVICE.—All Passengers, whether Subscribers or otherwise, will be charged 20 cents each way.

A. C. GORDON,  
Secretary and Manager.  
Hongkong, 1st September, 1888. [866]

NOTICE.

ROSE & Co. beg to inform the Community of Hongkong that in order to facilitate their STOCK-TAKING the DOOR of their STORE will be CLOSED from SATURDAY, the 1st September to a few days after.

Due notice will be given when re-opening again. Important and Special Orders can be sent in by the dwelling house entrance, next door to Messrs. Wotton & Deacon, Solicitors.  
Hongkong, 29th August, 1888. [847]

FOR HIRE.

THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, &c.  
For particulars, apply to  
CRUICKSHANK & Co., Ltd.  
Hongkong, 17th August, 1888. [801]

J. & R. TENNENT'S ALE and PORTER.  
DAVID CORSAIR & SONS.  
MERCHANT NAVY.  
NAVY-BOILED.  
LOW FLAX.  
CROWN.  
ARNOLD, KARBURG & Co.  
Hongkong, 15th June, 1887. [690]

## Insurances.

THE NEGLECT OF LIFE ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort—perhaps in luxury—are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY  
In connection with Life Assurance Business is afforded by

THE STANDARD LIFE OFFICE,  
one of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to

THE BORNED COMPANY, Ltd.,  
Agents, Hongkong.  
Hongkong, 29th June, 1888. [659]

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

I HAVE this day transferred the AGENCY of the above Company in Hongkong to Mr. H. F. WAGSTAFF.

ALEXANDER LEVY.

THE COMPANY's Business will in future be carried on at No. 6, Queen's Road Central, First Floor.  
H. F. WAGSTAFF.  
Hongkong, 1st September, 1888. [862]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [150]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000; \$833,333.33.  
EQUAL TO.....  
RESERVE FUND.....\$240,000.00

BOARD OF DIRECTORS.  
LEF SING, Esq., LO YUK MOON, Esq.,  
LOU TSO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 17th December, 1885. [858]

## To be Let.

TO LET.

ROOMS in "COLLEGE CHAMBERS," GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, 12th July, 1888. [12]

TO LET—OR FOR SALE.

AT CANAL ROAD, CANTON.

THE BLUE HOUSE, being a most substantial and fine Building, adjoining a Bridge at CANAL ROAD and containing Six Rooms, Servants' Quarters and Bath Rooms, &c.

Apply to  
THE "HONGKONG TELEGRAPH" OFFICE,  
or  
To the Owner in Said Premises.  
Hongkong, 1st September, 1888. [863]

FOR SALE.

FOR SALE.

TWO Twenty-Ton HYDRAULIC JACKS.  
Price \$150 each.

One Fifteen-Ton TRAVERSING HYDRAULIC JACK. Price \$200.

QUITE NEW TANGY'S PATENT.

Apply to  
A. H.,  
Care of the Office of this paper.  
Hongkong, 3rd September, 1888. [874]

FOR SALE.

WHOLESALE AND RETAIL.

WATERBURY WATCHES.

the Handiest, Cheapest, and Best Timekeepers invented.

\$8 PRICE THREE DOLLARS EACH \$8 REPAIRS NEVER EXCEED 50 CENTS for each Watch.

THE MITSUI BUSSAN KAISHIA, (Sole Agents in Japan and China for the Sale of the above Watches),

10, QUEEN'S ROAD CENTRAL, Opposite Marine House.  
Hongkong, 20th August, 1888. [813]



## Commercial.

## TO-DAY.

## THE SHARE MARKET.

Today being the anniversary of the Jewish New Year the "Rialto" has been almost entirely deserted, and consequently the business transacted has been of the mildest possible form. China and Manila, as was to be expected, have collapsed like a second hand opera hat, shares on sale at 115; and perhaps a good deal lower, now flooding the market. It would be interesting to know who started the "boom" in this stock two days ago. Can anybody enlighten us? If so, we shall gladly give him a niche in our temple of fame. China Sugars are a shade weaker, sales having been looked at 187; but we think that further shares could be placed at that price. The Tonquin Mining Co.'s scrip is in strong demand at 45 per cent. premium. Other quotations are unaltered.

## CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—153 per cent. premium, sellers.  
Union Insurance Society of Canton—\$90 per share, sellers.  
China Traders' Insurance Company—\$684 per share, ex div., buyers.  
North China Insurance—Tls. 285 per share, buyers.  
Canton Insurance Company, Limited—\$95 per share, buyers.  
Yangtze Insurance Association—Tls. 80 per share, sellers.  
Chinese Insurance Company—\$175 per share, buyers.  
On Tai Insurance Company, Limited—Tls. 150, per share.  
Hongkong Fire Insurance Company—\$345 per share, sellers.  
China Fire Insurance Company—\$78 per share, sellers.  
Hongkong and Whampoa Dock Company, 34 1/2 per cent. premium, sellers.  
Hongkong, Canton, and Macao Steamboat Co.—\$16 per share, sellers.  
China and Manila Steam Ship Company—115 per share, sellers.  
Hongkong Gas Company—\$135 per share, sellers.  
Douglas Steamship Company—\$60 per share, sellers.  
China Sugar Refining Company, Limited—\$187 per share, sales and buyers.  
Luton Sugar Refining Company, Limited—\$68 per share, sales and buyers.  
Hongkong Ice Company—\$78 per share, sellers.  
Hongkong and China Bakery Company, Limited—\$80 per share, sellers.  
Hongkong Dairy Farm Co., Limited—\$13 per share, sellers.  
A. S. Watson & Co., Limited—100 per cent. premium, ex div., sellers.  
Chinese Imperial Loan of 1884 A—2 per cent. premium.  
Chinese Imperial Loan of 1884 C—1/2 per cent. premium, buyers.  
Chinese Imperial Loan of 1886 E—11 per cent. premium.  
Hongkong Rope Manufacturing Company, Limited—\$75 per share, sellers.  
Perak Tin Mining and Smelting Company—\$5 per share, nominal.  
Funjong and Sunghie Dua Samantan Mining Co.—\$121 per share, sellers.  
Hongkong and Kowloon Wharf and Godown Company—64 per cent. premium, sellers.  
Tonquin Coal Mining Co.—45 per cent. premium, buyers.  
The Hongkong High-Level Tramway Co., Limited—325 per cent. premium, sellers.  
The East Borneo Planting Co., Limited—\$50 per share, buyers.

## EXCHANGE.

ON LONDON.—Bank, T. to demand.....3/0  
Bank Bills, on demand.....3/0  
Bank Bills, at 30 days' sight.....3/0  
Bank Bills, at 4 months' sight.....3/0  
Credits at 4 months' sight.....3/0  
Documentary Bills, at 4 months' sight.....3/0  
ON PARIS.—Bank Bills, on demand.....3/81  
Credits, at 4 months' sight.....3/89  
ON INDIA, T. to demand.....223  
On Demand.....224  
ON SHANGHAI.—Bank, T. to demand.....72  
Private, 30 days' sight.....72 1/2

## EXPORT CARGOES.

Per Lord of the Isles, str., for New York via Suez Canal—20 bags Rice, 10 bags Paddy, 235 boxes Cassia, 453 boxes Fire Crackers, 72 boxes Chinaware, 50 bales Waste Silk, 179 rolls Matting, 8 packages Matting, 289 packages Tea, 2 packages Silks, 483 packages China Wine, and 2,906 packages Merchandise.  
Per Sachem, ship, for New York—16,877 rolls Matting, 1,876 packages Firecrackers, 440 bales Rattan, 400 cases Cassia, 150 packages Cane, 124 boxes Rattan, 100 cases Bamboo Fans, 18 cases Chinaware, 1 case Bamboo Fans, 1 case Curios, and 273 packages Sundries.

## OPUM MARKET.—THIS DAY.

NEW MALWA, per picul.....\$550  
(Allowance, Tals 32 to 64).  
OLD MALWA, per picul.....\$550  
(Allowance, Tals 32 to 88).  
NEW PATNA, (without choice) per chest \$498 1/2 to \$501 1/2  
NEW PATNA, (bottom) per chest.....\$512 1/2  
OLD PATNA, (without choice) per chest.....\$507 1/2 to \$514  
NEW BENARES, (without choice) per chest \$483 1/2 to \$491 1/2  
NEW BENARES, (bottom) per chest.....\$491 1/2 to \$496 1/2  
NEW PERSIAN (best quality) per picul.....\$640  
OLD PERSIAN (best quality) per picul.....\$600  
OLD PERSIAN (second quality) per picul.....\$575

## CHINA COAST METEOROLOGICAL REGISTER.

5th September, 1888.—At 4 p.m.									
STATION.	Barometer.	Thermometer.	Humidity.	Wind.	Direction.	Force.	State of sky.	Direction.	Force.
Whampoa	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10

6th September, 1888.—At 10 a.m.

STATION.	Barometer.	Thermometer.	Humidity.	Wind.	Direction.	Force.	State of sky.	Direction.	Force.
Whampoa	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10
Yankee	30.05	80	81	SW	10	10	Cloudy	SW	10

## HONGKONG TEMPERATURE.

(From Messrs. Falconer &amp; Co.'s Register.)

(From Messrs. Falconer & Co.'s Register).	
To-day.	
Barometer—9 a.m.	80.91
Barometer—1 p.m.	80.90
Barometer—4 p.m.	80.87
The thermometer—9 a.m.	83
Thermometer—1 p.m.	83
Thermometer—4 p.m.	81
The wind—9 a.m. (West bulb)	81
Thermometer—1 p.m. (West bulb)	83
Thermometer—4 p.m. (West bulb)	83
Thermometer—Maximum	83
Thermometer—Minimum (over night)	80